

CITY COUNCIL, CITY OF LODI  
COUNCIL CHAMBER, CITY HALL  
ADJOURNED MEETING  
OCTOBER 12, 1953

This meeting of the City Council of the City of Lodi, regularly adjourned from October 7, 1953, in accordance with the provisions of Section 36805 of the Government Code, was held beginning at 4:00 o'clock p.m. on Monday, October 12, 1953; Councilmen Hillman, Preszler, Rinn, Robinson and Richey (Mayor) present; none absent. The City Planning Commission was present to meet in joint session.

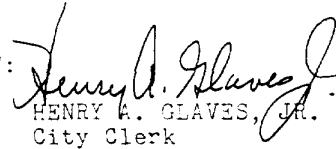
99 HIGHWAY  
BY-PASS

Mayor Richey opened the meeting with an introduction of the members of the City Council and the Planning Commission. After a brief outline of the meetings and actions taken thus far on the matter of 99 Highway By-pass, Mayor Richey called upon Mr. Harold Wise to outline the by-pass route proposed by the Division of Highways. Mr. Wise outlined the proposed route which has its southerly origin at a point on the present Cherokee Lane approximately .1 mile north of Harney Lane, then bends easterly until it reaches Kettleman Lane, at which point it is 800 to 1000 feet east of Cherokee Lane; it then runs parallel to Cherokee Lane until it reaches Victor Road, at which point it bends westerly to rejoin Cherokee Lane just before crossing the Mokelumne River bridge. Mr. Clifford Gatzert then described the alternate route proposed by certain residents and property owners east of Cherokee Lane. This alternate route lies approximately 1000 feet east of the proposed by-pass route in the vicinity of Pinkerton-Cluff-Floral Avenues, and would continue north across the Mokelumne River before rejoining the present 99 Highway at Jahant Road. This route would extend south  $1\frac{1}{2}$  miles south of Harney Lane before rejoining the present 99 Highway. Mr. Gatzert explained that this alternate route would sever fewer properties than the route proposed by the State, since it would follow natural property boundary lines to a great extent. At the suggestion of Mr. Mullen, the City Council agreed that its primary purpose was to determine effect of the various proposals on the corporate city. Mr. Wise stated that from the City's point of view it would be better to have the by-pass situated nearer to the present Cherokee Lane; however, since this possibility was ruled out due to the excessive cost of acquiring right of way, he felt that the suggested alternate route would place the City in the position of being better able to develop and control the land use pattern. However, he pointed out that it might be more difficult to discuss the various interchange locations if the alternate route was selected because it might require streets where none exist at the present time. The additional length of the streets required might prove significant. In reply to a question by Councilman Rinn regarding the economic effect upon the merchants on Cherokee Lane, Mr. Wise replied that studies have shown that the general level of business improves when the area is by-passed; however, certain specific businesses might suffer temporarily. City Engineer Heckenlaible pointed out that some of the area abutting on Cherokee Lane does not have proper storm drainage at the present time. To correct this situation it may be necessary to construct storm sewers east of Cherokee Lane running north to the river. If the route proposed by the State were selected, he felt it might be possible to acquire an easement in the right of way from the State for such lines; however, he doubted that it would be practical if the route selected was 1000

feet further east. The Council then voted on the motion of Councilman Robinson, Rinn second, to notify the State Highway Commission that the City Council does not want to take a position on the matter regarding the location of the by-pass route; however, the City does want ample time to consider the locations of the interchanges and grade separations, and the City Council requests that serious consideration be given to the alternate route as well as the route proposed by the District Engineer of the Division of Highways.

The meeting was then adjourned on the order of the Mayor.

ATTEST:

  
HENRY A. GLAVES, JR.  
City Clerk